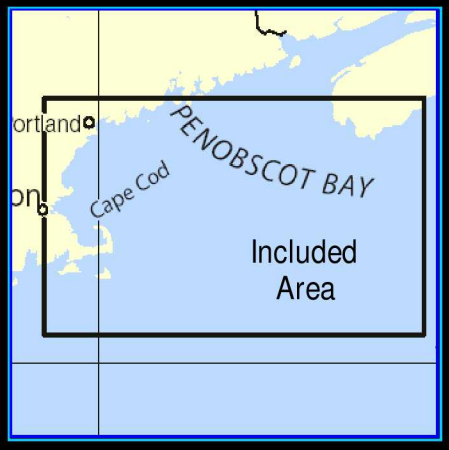
BookletChart™

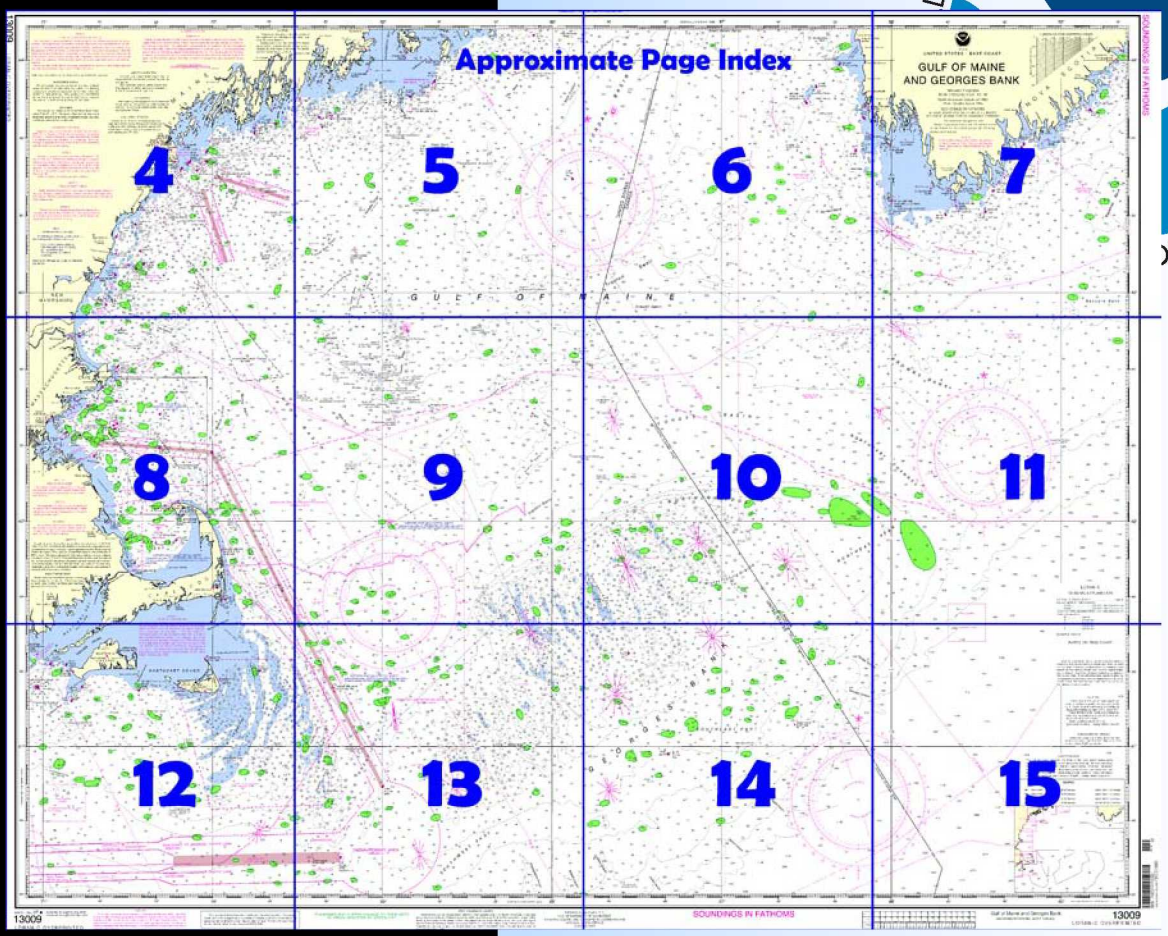
Gulf of Maine and Georges Bank

(NOAA Chart 13009)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

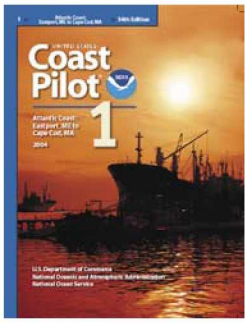
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1]

(93) **Passamaquoddy Bay** is the large indentation in the shore of New Brunswick east of the mouth of St. Croix River. The principal entrance is by way of Western Passage, which has deep water and is comparatively free from dangers.

(123) **Bar Harbor**, a shoal arm of the bay northwest of Moose Island, can no longer be used as a shortcut between Cobscook Bay and Western Passage because the eastern passages north and south of Carlow Island have been closed by earth and rock causeways. An overhead power cable crossing the entrance has a clearance of 45 feet.

(4) The **Bay of Fundy** is a feeding and nursery area for Endangered North Atlantic right whales. (peak season: June through December) and includes the Grand Manan Basin, a whale conservation area designated by the Government of Canada.

(2) The **Gulf of Maine** is the great indentation of the coast between the Canadian Province of Nova Scotia on the northeast and Massachusetts on the southwest. It includes the Bay of Fundy and Massachusetts Bay as subsidiary features.

(100) **Grand Manan Banks** (44°12'N., 67°05'W.), 19 miles southward of Grand Manan Island, have an extent of about 16 miles in a northeast-southwest direction and consist of two sections, **Northeast Bank** and **Southwest Bank,** with a channel 2.5 miles wide between them. The bottom is rocky and the least depth, 19 fathoms, is found on Northeast Bank.

(109) **Georges Bank**, east of Cape Cod, is an extensive bank with depths of less than 50 fathoms that extend over 150 miles northeastward from the offshore end of Nantucket Shoals.

(115) **Georges Shoal** is a ridge about 16 miles long on which are several shallow depths of 1½ to 3½ fathoms. A submerged obstruction, the remains of an old Texas tower, is on the shoal in 41°41.8'N., 67°46.4'W.

(121) **Nantucket Shoals** is the general name of the numerous different broken shoals which lie southeastward of Nantucket Island and make this one of the most dangerous parts of the coast of the United States for the navigator. These shoals extend 23 miles eastward and 43 miles southeastward from Nantucket Island.

(40) **Eastport,** a city situated on the hilly east side of Moose Island, is the easternmost deepwater port in the United States.

(116) **Jonesport** is a fishing village on the north shore of Moosabec Reach. There is considerable trade in fish and lobsters. Boatbuilding is important, especially sport fishing boats in recent years.

(111) **Penobscot Bay**, the largest and most important of the many indentations on the coast of Maine, is about 20 miles wide from Isle au Haut on the east to Whitehead Island on the west and 28 miles long from its entrance to the mouth of Penobscot River. A chain of large and small islands divides the bay into two parts, **East Penobscot Bay** and **West Penobscot Bay.**

(432) **Casco Bay** is a very extensive area between Cape Small and Cape Elizabeth, a distance of 17.8 miles. Between these two capes the bay extends up into the land an average distance of about 12 miles.

(180) **Portsmouth Harbor,** 37 miles southwestward of Cape Elizabeth and about 25 miles northward of Cape Ann Light, is the only harbor of refuge for deep-draft vessels between Portland and Gloucester.

(80) **Salem Harbor**, **Beverly Harbor**, and **Marblehead Harbor,** each of which in turn will be described in detail, form a large irregular indentation in the shore of Massachusetts Bay, 11 miles southwestward of Cape Ann and 12 miles northeastward of Boston Harbor entrance.

(3) **Boston Harbor,** the largest seaport in New England, includes all the tidewater lying within a line from the southern extremity of Deer Island to Point Allerton, about 4 miles to the southeastward. Numerous dangers lie in the approaches to the harbor. The northeastern approach is obstructed by islands and shoals which extend 4 miles from the entrance; between them are the dredged channels which lead into the harbor.

(40) **Cape Cod Bay** is contained between the peninsula of Cape Cod, on the east and south, and the mainland of Massachusetts on the west. Between these limits the bay is about 20 miles in diameter with depths ranging from 10 to 32 fathoms, except close to the shore and in its southeasterly part. Race Point, the northwesterly extremity of Cape Cod, is the eastern point; and Gurnet Point, on the north side of the entrance to Plymouth Bay, is the western point of the entrance to Cape Cod Bay.

(3) **Cape Cod**, a long peninsula jutting eastward from the mainland of Massachusetts, may be likened to an arm bent upward at the elbow. It was originally formed by the last great glacier and has been refashioned by the seas and wind. The outer end of The Cape, as it is called by eastern New Englanders, is a barren region of sand dunes with long yellow beaches, while much of the remainder of the forearm is bleak grassy country.

(4) **Nantucket, Martha's Vineyard**, the **Elizabeth Islands**, and numerous smaller islands were also formed by the glacier. The plains of Martha's Vineyard and Nantucket are broad grassy heaths.

Table of Selected Chart Notes

Corrected through NM Apr. 18/09
Corrected through LNM Apr. 7/09

NOTE F
(Protected area 15 CFR 922)

The following activities are prohibited within the Stellwagen Bank Marine Sanctuary:

Certain discharging or dumping
Industrial exploring or developing
Drilling and dredging
Removing historical artifacts
Lightering

Refer to 15 CFR 922 for details of Sanctuary regulations.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE D
AREA TO BE AVOIDED

All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLIII/18).

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE H

Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Bouys and Fog Signals for information not included in the U.S. Coast Guard Light List.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the US Coast Guard, British Admiralty, and Canadian Charts.

NOTE I
RECOMMENDED SEASONAL
AREA TO BE AVOIDED

This area has been established in order to reduce the risk of ship strikes of the endangered North Atlantic right whale. It is recommended that ships of 300 gross tonnage and upwards solely in transit during the period of 1 June through 31 December should avoid the area. (MSC IMO SN.1/CIRC.263)

NOTE G
FIRING PRACTICE AND EXERCISE AREAS

Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE K
AREA TO BE AVOIDED

In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272.

Where the boundary of the Area to Be Avoided (ATBA) is co-linear with the boundary of the Traffic Separation Scheme or the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a,224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

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For offshore navigation only
Detail in general within the 10 fathom curve is not shown on this chart except for off lying shoals and islands.

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NOTE J
NORTHEAST GATEWAY DEEPWATER PORT

The Northeast Gateway Deepwater Port is encompassed by multiple boundaries including an Area to Be Avoided, No Anchoring Areas, Regulated Navigation Areas, and Safety and Security Zones. Refer to chart 13267.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1& 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

MAGNETIC VARIATION

Magnetic variation curves are for 2009 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5930.....59,300 Microseconds
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE E

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 - mile radius of Isles of Shoals Light since it is known that JATO racks and associated debris exist in the area.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

Mercator Projection
Scale 1:500,000 at Lat. 43° 00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE C
PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels operating between Portland Harbor or Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within these areas.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE B
TRAFFIC SEPARATION SCHEMES

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor and New York Harbor, and the approach to Boston Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing puposes. When crossing traffic lanes and separation zones use extreme caution.

Recommended traffic lanes have been established for the approach to Narragansett Bay and Buzzards Bay. See Charts 12300 and 13218.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CURRENT DIAGRAM

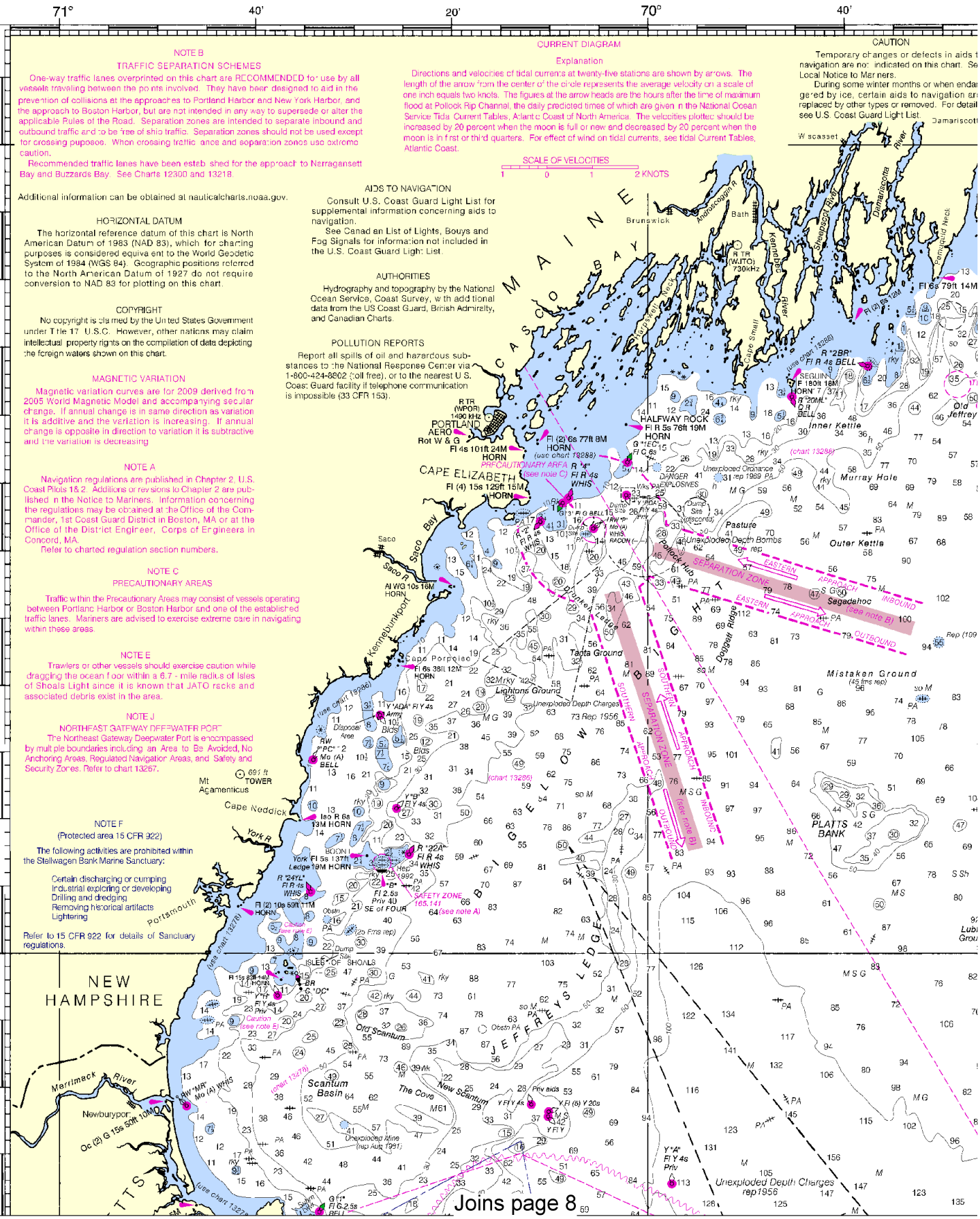
Explanation

Directions and velocities of tidal currents at twenty-five stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals two knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock Rip Channel, the daily predicted times of which are given in the National Ocean Service Tidal Current Tables, Atlantic Coast of North America. The velocities plotted should be increased by 20 percent when the moon is full or new and decreased by 20 percent when the moon is in first or third quarters. For effect of wind on tidal currents, see tidal Current Tables, Atlantic Coast.

SCALE OF VELOCITIES
1 0 1 2 KNOTS

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.


71°
40'
20'
70°
40'
44°
40'
20'
43°
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COPYRIGHT
No copyright is claimed by the United States Government under Title 17, U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.
MAGNETIC VARIATION
Magnetic variation curves are for 2009 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.
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SCALE OF VELOCITIES
1 0 1 2 KNOTS
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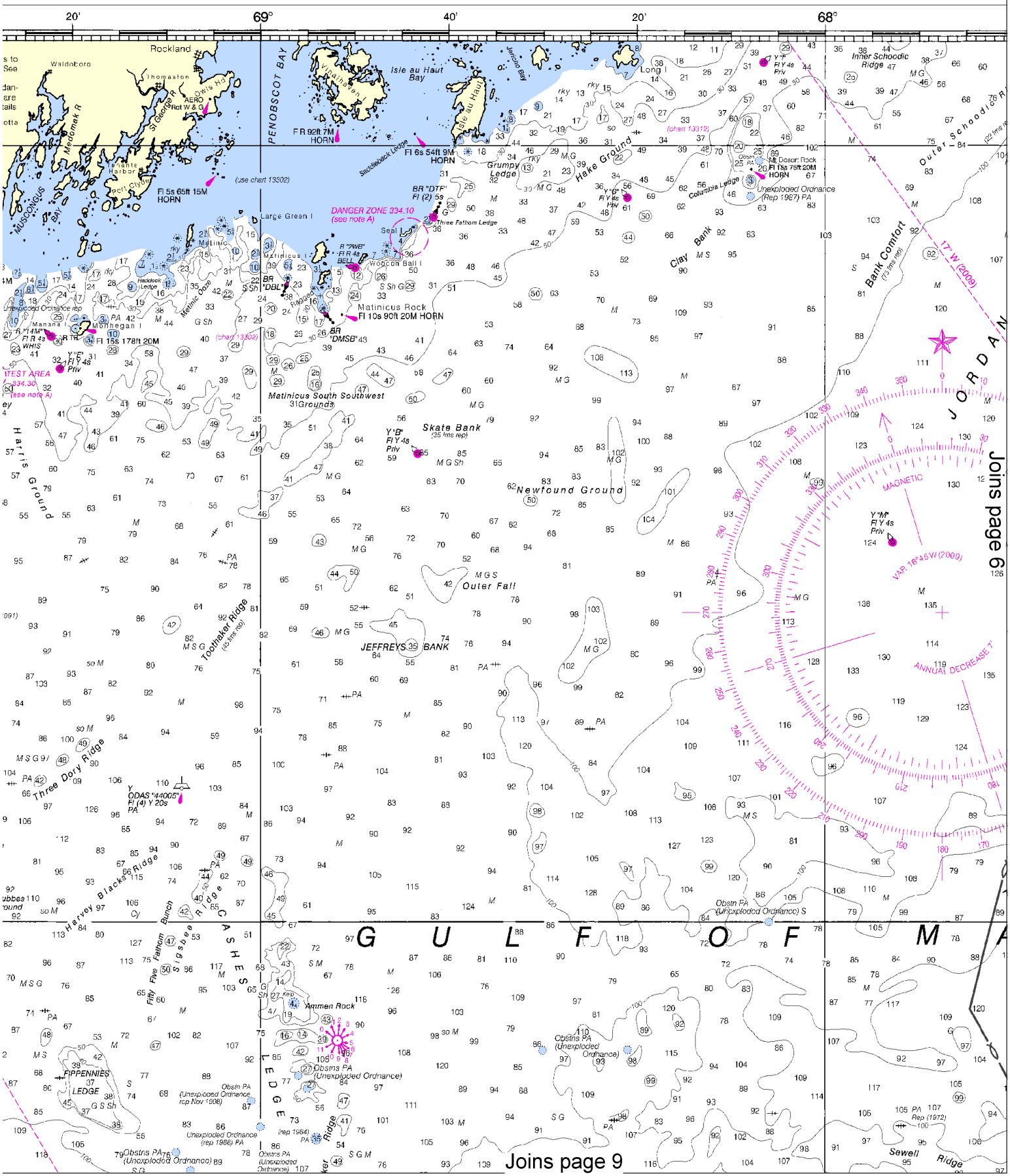
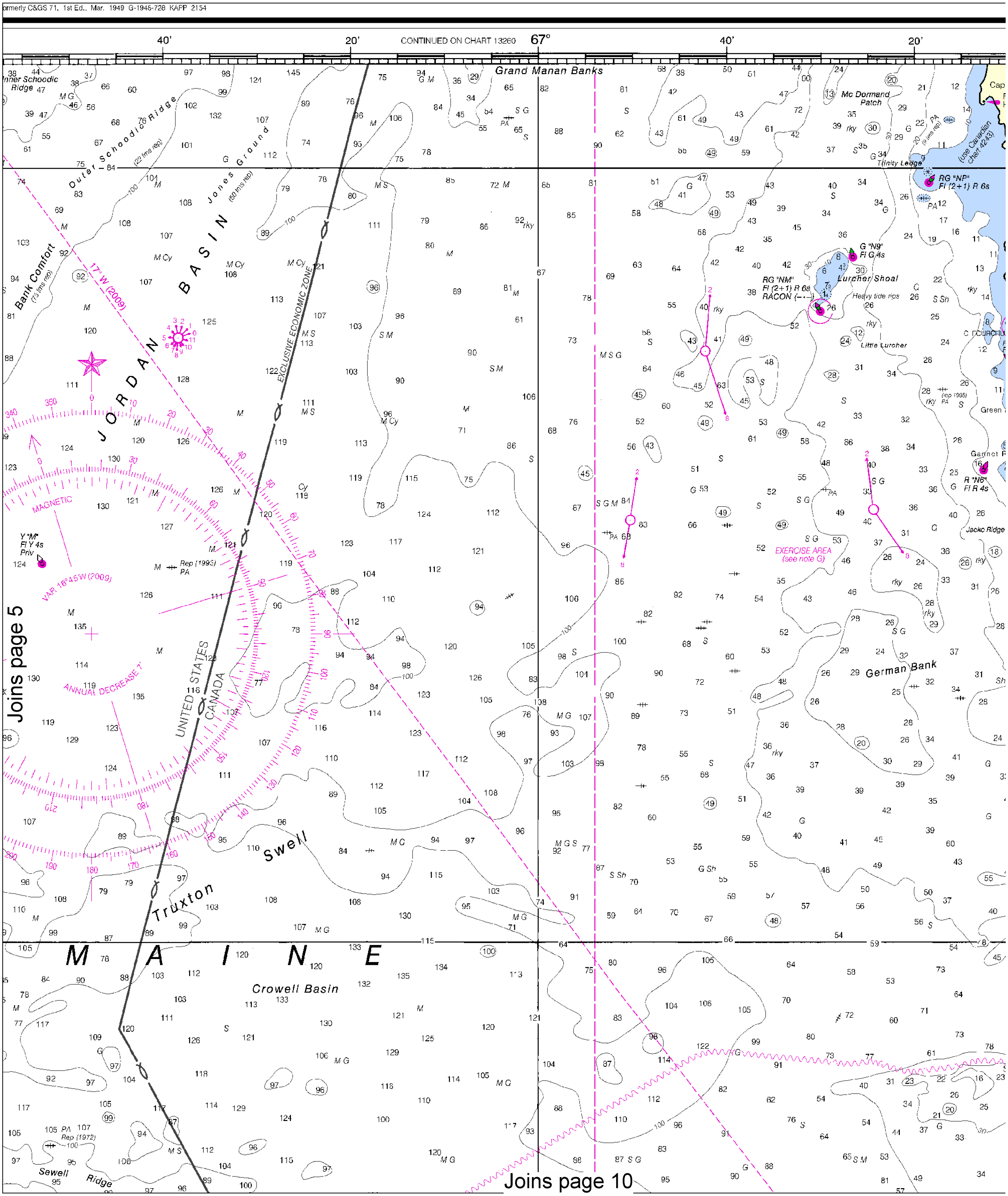
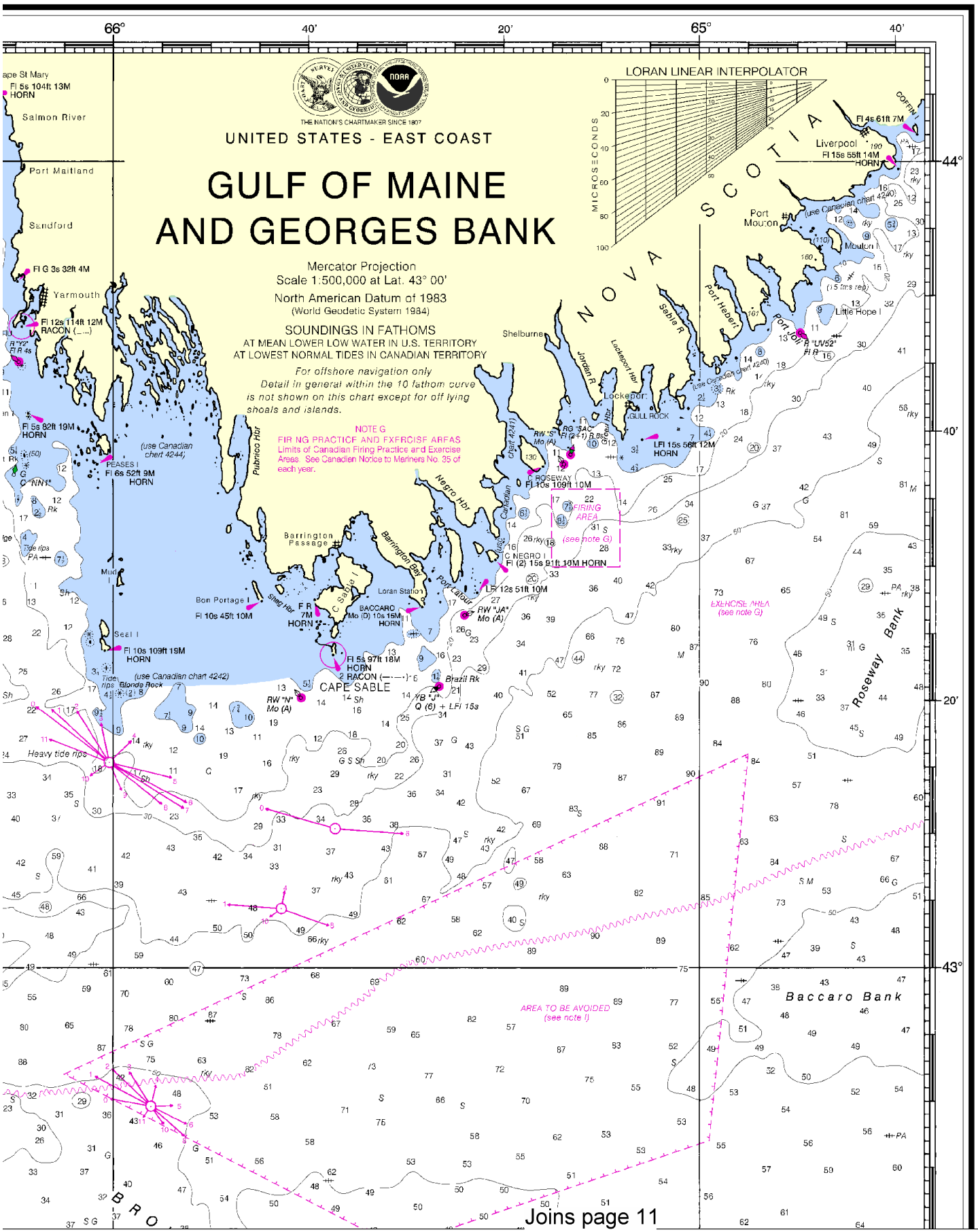
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
MAINE
CASCO BAY
Brunswick
Bath
Androscoggin R
Kennebec River
Sheepscot River
Damariscotta R
Muscongus Bay
Penobscot Bay
Cape Small
Seguin
Halfway Rock
Inner Kettle
Old Jeffrey
Murray Hole
Pasture
Outer Kettle
Sagadahoc
Mistaken Ground
Platts Bank
Jeffreys Ledge
Tagta Ground
Lightons Ground
Old Scantum
Scantum Basin
The Cove
New Scantum
Cape Elizabeth
Portland Aero
Saco Bay
Saco R
Kennebunkport
Cape Porpoise
Isles of Shoals
Cape Neddick
York R
Portsmouth
Merrimack River
Newburyport
NEW HAMPSHIRE
Mt Agamenticus
691 ft TOWER
Pollock Rip Channel
Boon Island
York Ledge
Dougall Ridge
Eastern Approach
Southern Approach
Separation Zone
Inbound
Outbound
Safety Zone
Unexploded Depth Charges
Unexploded Ordnance
Dump Site
Obstn
Rep
Joins page 8



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:714286. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

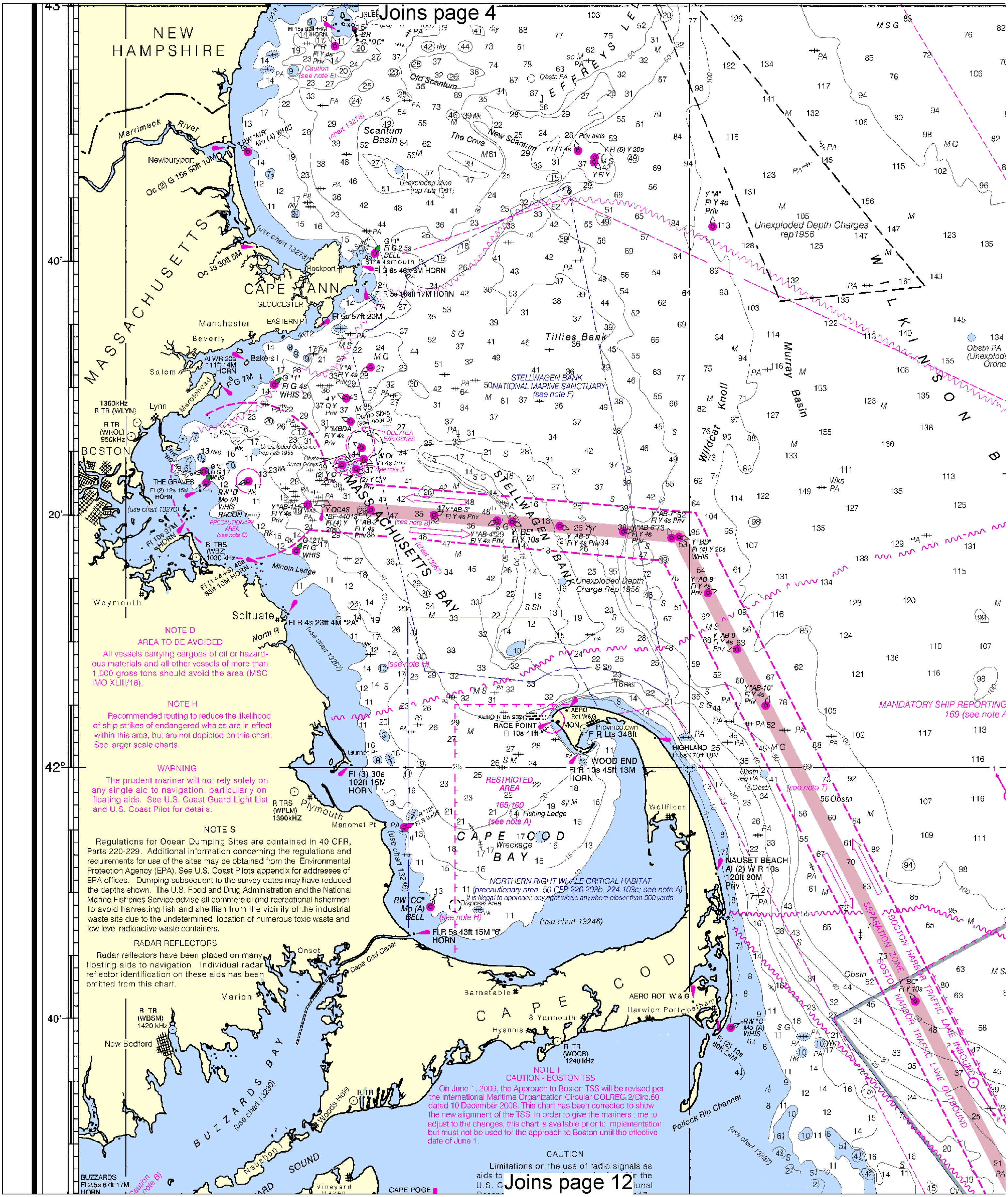

ormerly C&GS 71, 1st Ed., Mar. 1949 G-1946-728 KAPP 2154
CONTINUED ON CHART 13260
40'
20'
67°
40'
20'
Grand Manan Banks
Inner Schoodic Ridge
Outer Schoodic Ridge
(22 fms rep)
Jones Ground
(50 fms rep)
Bank Comfort
(73 fms rep)
JORDAN BASIN
17° W (2009)
EXCLUSIVE ECONOMIC ZONE
UNITED STATES
CANADA
MAGNETIC
VAR 16°45'W (2009)
ANNUAL DECREASE 1'
Y "M" Fl Y 4s Priv
Rep (1993) PA
Joins page 5
Mc Dormand Patch
Trinity Ledge
(use Canadian chart 4243)
RG "NP" Fl (2+1) R 6s
G "N9" Fl G 4s
RG "NM" Fl (2+1) R 6s RACON (-·-·)
Lurcher Shoal
Heavy tide rips
Little Lurcher
Green
Gannet
R "N6" Fl R 4s
Jacko Ridge
EXERCISE AREA (see note G)
German Bank
Swell
Truxton
MAINE
Crowell Basin
Sewell Ridge
Rep (1972)
Joins page 10

North



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4



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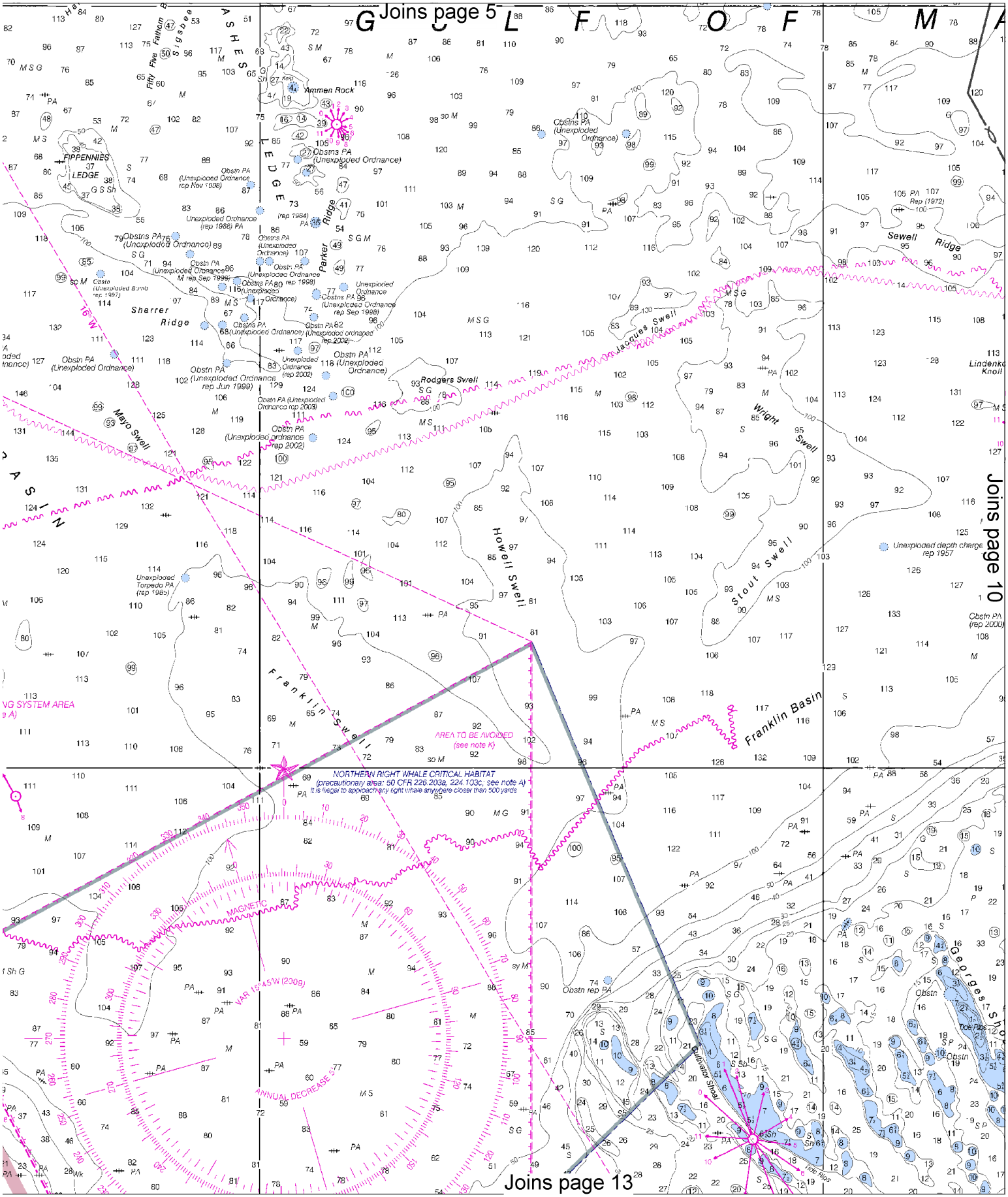
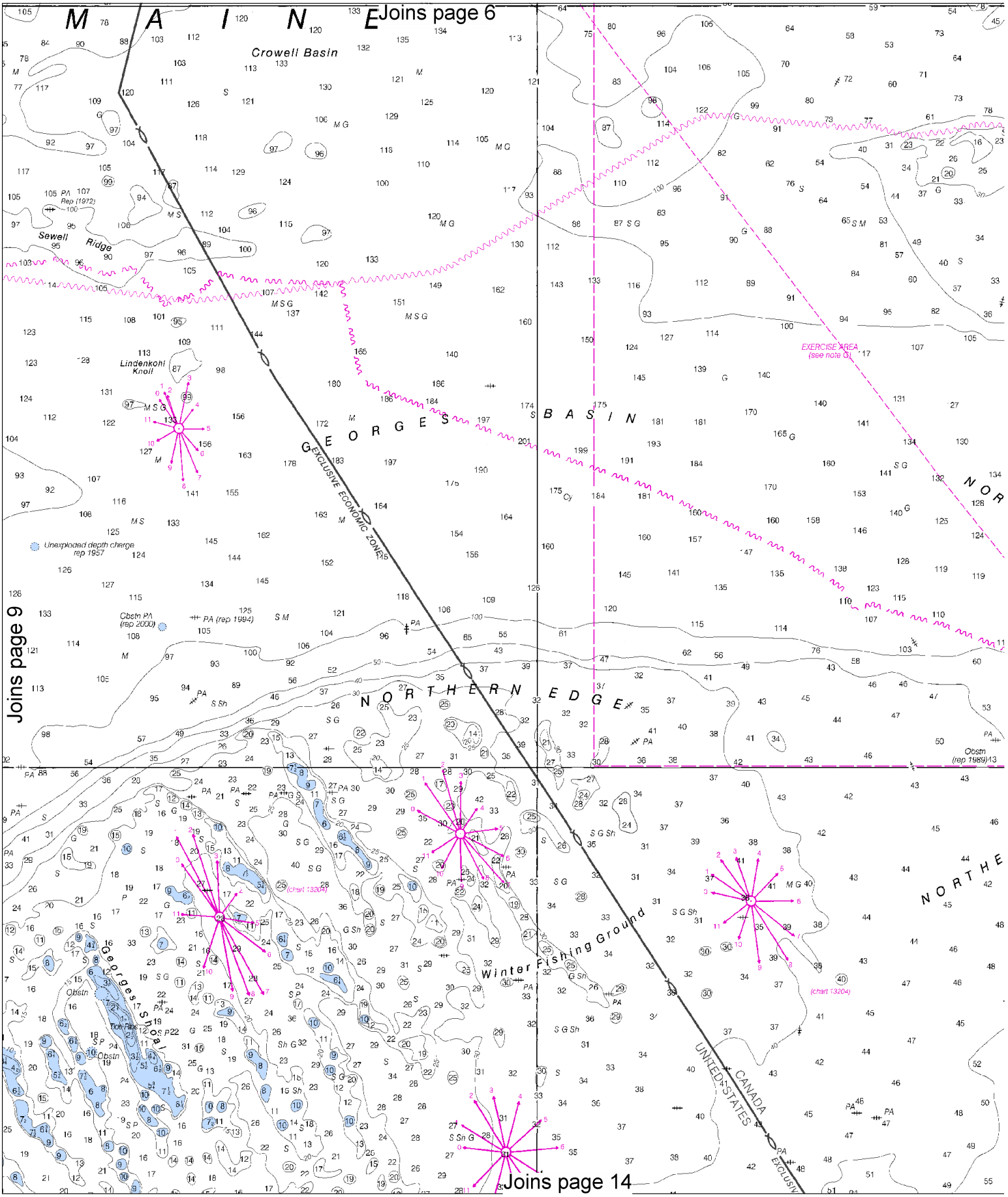
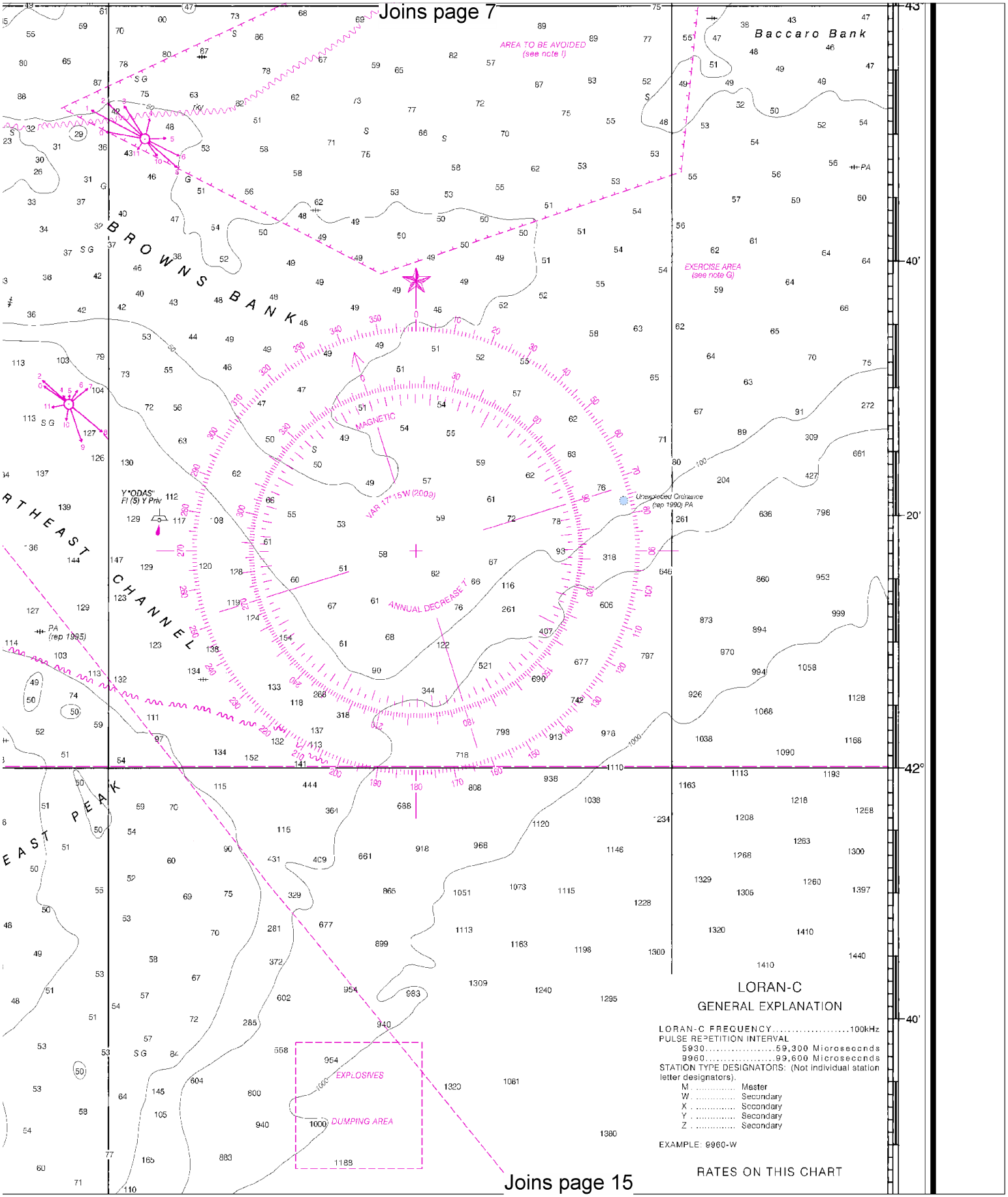

Joins page 5
Joins page 10
Joins page 13
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203a, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards
AREA TO BE AVOIDED
(see note K)
Franklin Swell
Howell Swell
Rodgers Swell
Jacques Swell
Wright Swell
Stout Swell
Mayo Swell
Franklin Basin
Sharrer Ridge
Parker Ridge
Sewell Ridge
Lindenko Knoll
Ammen Rock
FIPPENNIES LEDGE
Cultivator Shoal
Georges Shoal
MAGNETIC
VAR 15° 45'W (2009)
ANNUAL DECREASE 5'


Joins page 6
Crowell Basin
Sewell Ridge
Lindenkohl Knoll
Unexploded depth charge rep 1957
Obstn PA (rep 2000)
PA (rep 1994)
EXERCISE AREA (see note G)
EXCLUSIVE ECONOMIC ZONE
GEORGES BASIN
NORTHERN EDGE
Joins page 9
Georges Shoal
Winter Fishing Ground
(chart 13204)
UNITED STATES
CANADA
Joins page 14

North

Joins page 7



LORAN-C

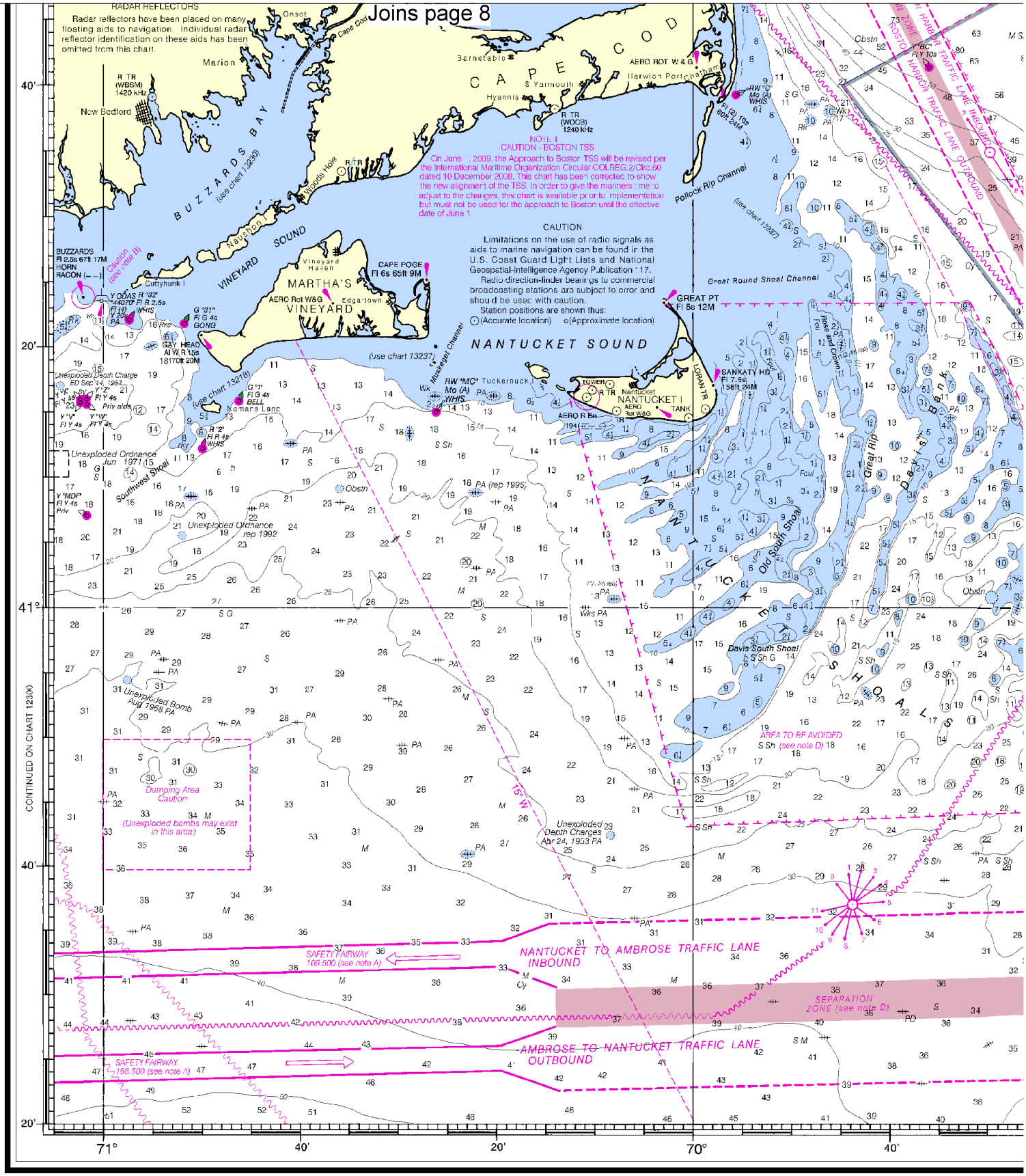
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5930.....59,300 Microseconds
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Joins page 15



34th Ed., Apr. /09 ■ Corrected through NM Apr. 18/09
Corrected through LNM Apr. 7/09

13009

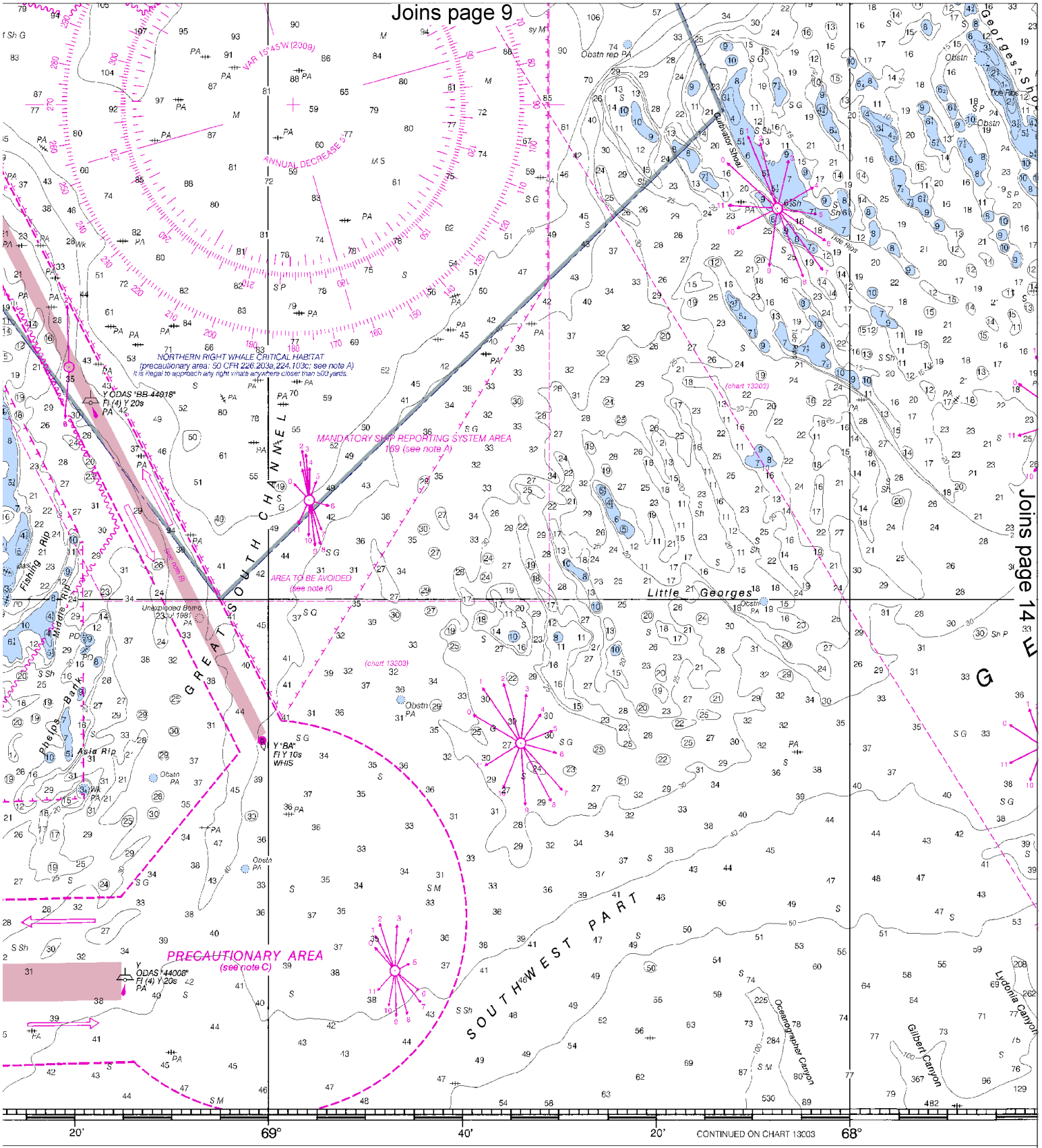
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district for the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

North



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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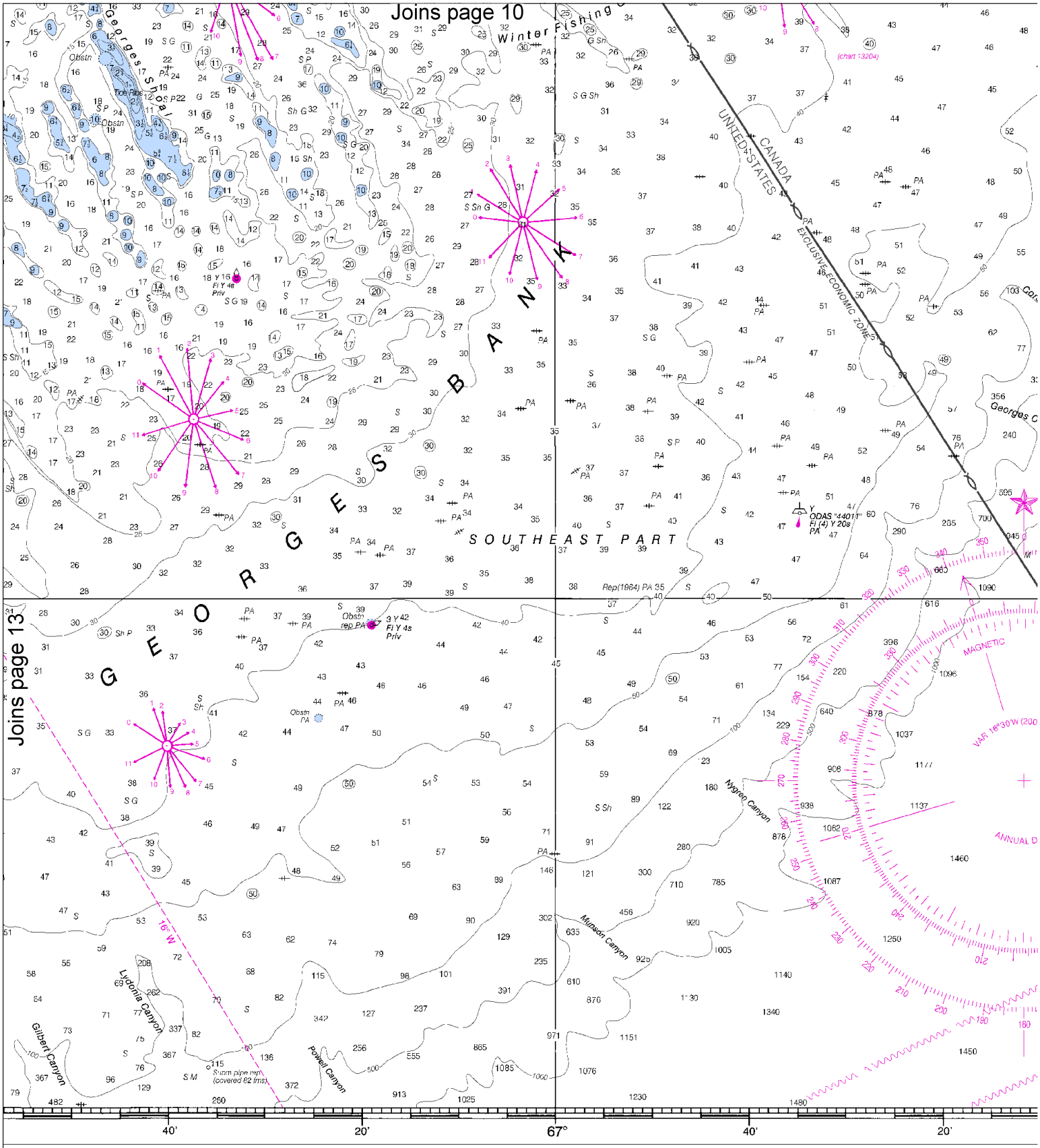
NATIONAL OCEAN SERVICE
COAST SURVEY



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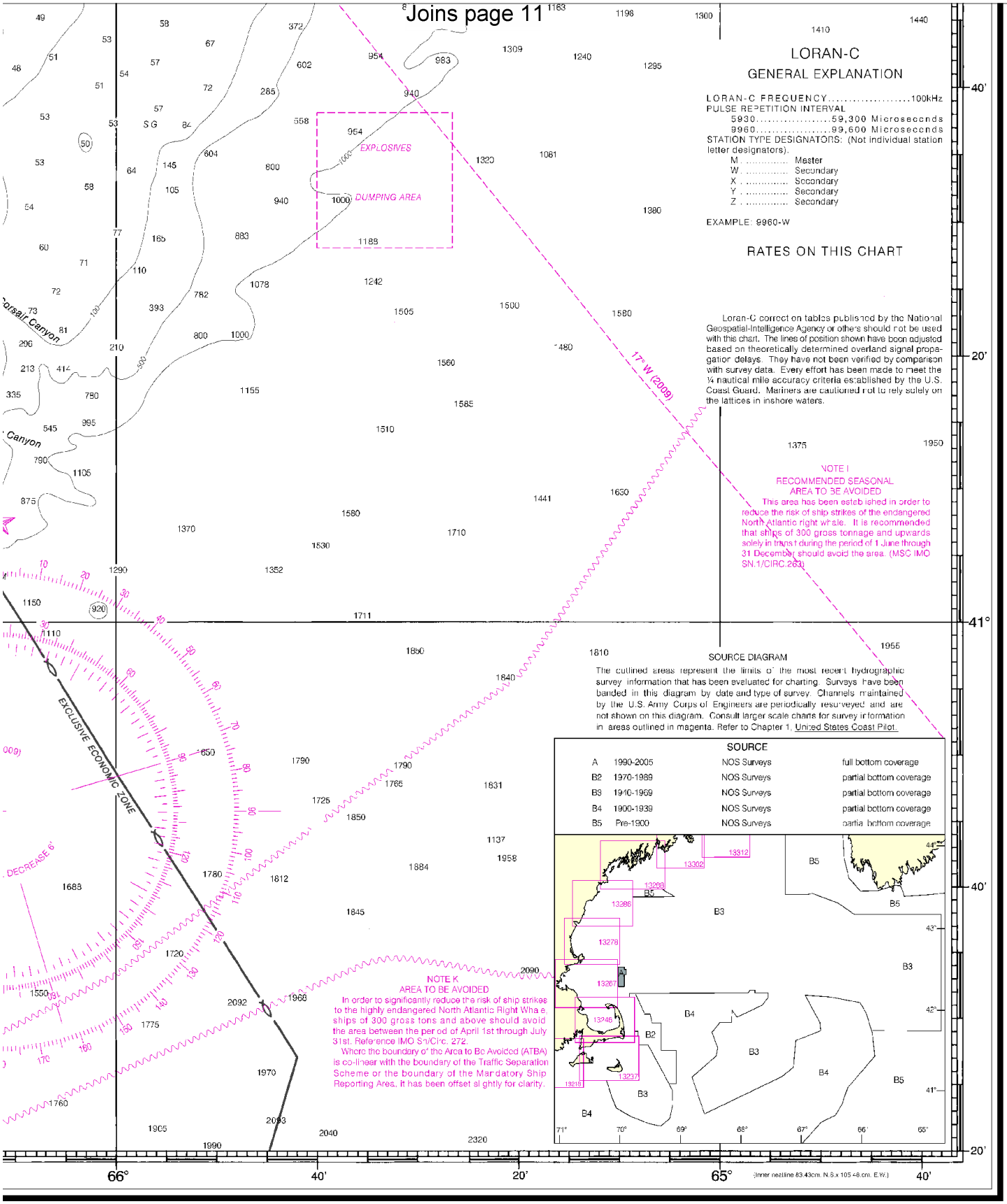
COAST SURVEY

SOUNDINGS IN FATHOMS

North

Joins page 11



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Gulf of Maine and Georges Bank
SOUNDINGS IN FATHOMS - SCALE 1:500,000

13009
LORAN-C OVERPRINTED

LC NC 34
NSN 7642014010399 NGA REFERENCE NO. 13ACO13009

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Woods Hole – 508-548-5151/508-457-3214
Coast Guard Boston – 617-223-8555/8559
Coast Guard Southwest Harbor – 207-244-5121
MA Environmental Police – 800-632-8075
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.